

Twenty Years of Trolley Tripping

'Broomstick Car' First Appeared Just Two Decades Ago—Now It Is Omnipresent, Is an Important Factor in Transportation and Has Opened a Vast Field for Investment

BOSTON, May 26.—Twenty years ago this Spring a Boston street railway manager went to Richmond, Va., to inspect the newly opened trolley line. There he saw 22 motormen, one after the other, start their cars from the car barn and go buzzing up hill and down through the city streets. The spectacle was something new in street railroading.

The Richmond line, the first practical application on any scale of the principle of the overhead trolley, had been in operation since February 11, 1888. Of its success there was no question. The Bostonian went home to take immediate steps for the installation of a trolley system on one of the lines leading outward from the Hub. Boston was thus the first very large city of the United States to be-

of the inconvenience of animal power as a motive street car managers everywhere a few years ago were eagerly watching the outcome of experiments with electric traction. For years they had kept watch on the pioneer efforts: Thomas Davenport's little circular toy railroad shown at Springfield, Mass., in 1835; Professor Moses G. Farmer's car propelled from a nitric acid battery in 1847; Thomas Hall's toy motor car on a 40-foot track, the marvel of visitors at Charitable Mechanic's Fair at Boston, 1857; Professor C. G. Page's trial motor car run over the Washington and Baltimore railroad line in 1879; the trial motor cars experimented upon by the wizard of Menlo Park in the early eighties; Leo Dait's experimental roads experimented at Coney

Island and Mechanic's Institute Fair at Boston in 1884; Chas. J. Van Devoes' demonstration line at the New Orleans Exposition of 1885; John C. Henry's Kansas City Independence line, first exemplifying the overhead wire system with a rod which the management of the road called a trolley but which the employees called the trolley, fixing the name of the system for all time. When finally Frank J. Sprague's line at Richmond was declared successful practical men all over the country were eager to make the change as soon as possible.

To help them do this it happened that within a very few years after the first successful operation at Richmond a great deal of money became available for what appeared certain to become a profitable form of investment. The steam railroads in the early nineties seem to have been pretty well constructed. Many of them were no longer so profitable as a few decades before. Particularly in New England, where so many of the great continental lines were projected, and to an extent elsewhere, owners of railway stocks were beginning to sell their holdings and to re-invest in electrical enterprises. Telephone securities appealed to many, with the result that today, as President Vail has recently shown, more than three-fourths of the share capital of the parent company of the Bell system is held in New England.

Many others, particularly during the dull times about 1892 and 1893, put capital, for which there were but small dividends in the established industrial enterprises, into trolley projects. Electric street car systems were installed in all the more popu-

lous cities, after superceding the cable cars which had been invented about 1873. Frequently there were several little electric traction companies in a city; later came such consolidations in the direction of efficiency as the Boston Elevated Railway Company, the Detroit United Railway Company, the New Orleans Railways Company, the United Railways and Electric Company of Baltimore and many others. Toward the end of the nineties came the beginning of the great interurban systems of the Middle West, one of the most prominent promoted by a New England interest which has since come to grief, but most of them successfully and conservatively financed. The whole country had awakened to a perception that the trolley was going further. Figures told a remarkable growth. Some 8,000 miles of track in 1890 had expanded to nearly 23,000 in 1902. The number of fare passengers had more than doubled in 12 years. The number of employees became an army twice the size of the standing army of the United States.

The time came early when not only the largest cities and their suburbs were seen to offer a field for electrical equipment but places of from twenty to two hundred thousand as well. Capital from the eastern money markets was on the lookout for investment in traction enterprises in promising cities of the West and

hardly fifteen years since the principles of scientific equipment of electric systems in growing cities were developed. Hundreds of millions of the savings of thrifty eastern people have been expended on transportation systems of the United States, Canada and the island dependencies. The glaciers of Mount Rainier have been harnessed, the resources of the nation's "white coal" brought into usefulness. It was not long since that an official trained in the Boston Elevated Railway Company was called to Manila to install a thoroughly modern street car system in the Philippine capital. Although the electric car service is only twenty years old, American enterprise has had it running for about a third of that time in Americanized Porto Rico. The business depression of the past few months has in some respects stimulated further trolley building particularly in communities which have not already been provided with the facilities.

The vehicles themselves on which everyday Americans this spring and summer travel to their Dreamland or Wonderland or whatever the local pleasure park is illustrate the quickness with which modern inventions are improved. For the first electric lines in Richmond and Boston horse cars were slightly remodeled. These were practically the little abbreviated boxes with shabby upholsterings that jogged through the streets of all American cities. For summer use the managers of the new electric lines took the ordinary open cars, invented in Boston, the cradle seat being a device of J. E. Rugg, now an official of the Boston Elevated Company. Many of the improvements on elevated railroad cars, first adopted in Boston, such as the "easy access" doors worked by power, have been applied to the more expensive type of trolley cars. This means more particularly the "semi-convertibles." This is the type of car that seems destined to be universally used in the larger centres of population. As late as the St. Louis Exposition of 1904 the great commodious and comfortable "semi-convertibles" which transported the crowds to and from the Fair were more or less of a novelty to the public, although street car managements had for years been advocating something of the kind as a means of avoiding investment in a double set of cars.

Just what the popular attitude would be toward them was unknown, but hundreds of thousands of Americans who visited the Louisiana Purchase Exposition liked the semi-convertibles. They have since then gained in popularity so that the summer of 1908 finds them in use on many of the best equipped transportation lines of the country. Particularly in such a climate as that of New England where warmth and cold, sunshine and rain, succeed each other almost without warning, such a corporation as the Boston Elevated Company has found that they have solved many of the difficulties of operation. The various safety devices and conveniences with which they are provided, as compared with the crude vehicles that were being installed 20 years ago, demonstrate how rapid progress has been.

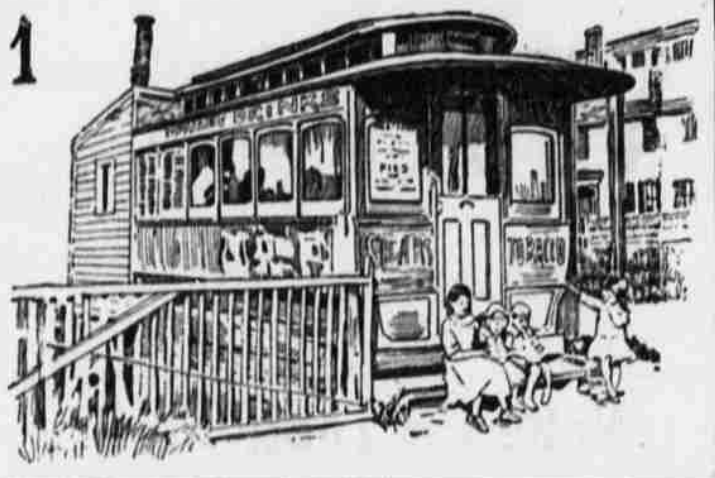
In intensive railroading, with better co-operation of railroads and trolley systems, is believed to lie the future of electric transportation in the big centres of population. Experiments in the way of electrification on the New Haven and other railroad systems are in that direction. The next ten years of the trolley will probably also see a continuation of the present policy of financial leaders and engineering experts in developing the transportation facilities of smaller but progressive communities.

For a burn or scald apply Chamberlain's Salve. It will allay the pain almost instantly and quickly heal the injured parts. For sale by Frank Hart and Leading Druggists.

Subscribe for the Morning Astorian. 60c a month by carrier or mail.

The Progress of Twenty Years.

1.—The Old-Time Horse Car, Now a Relic of the Dark Ages, is Falling into Decay in the Back Lots.



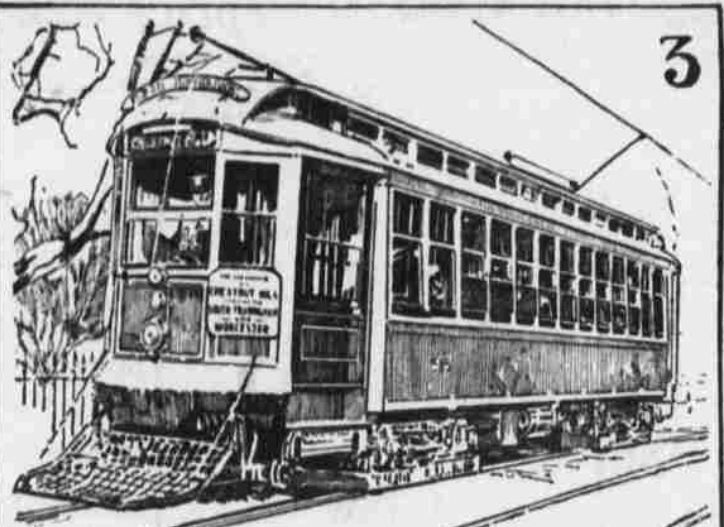
2



3

2.—The Interurban Electric Train, Which Carries Both Passengers and Express, Is the Highest Development of Modern Transportation.

3.—The "Semi-Convertible" Car, with Air Brakes, Folding Steps and Inclosed Platform, the Last Word in City Street Car Service, Is a Closed Vehicle in Winter and an Open One in Summer.



gin to electrify its street car services. Since then in the brief space of two decades there have been built in this country alone trolley roads which carry more than five billion passengers annually.

If one person had to do all the trolley tripping for all his fellow Americans he would travel in a straight line more than fifty thousand times around the earth. In order to finish his task in a single year he would have to go day and night at a rate of about 150,000 miles an hour—say two thousand times as fast as the human voice is carried through the air. At the present rate of growth of the industry he would be obliged a few years hence to exceed the velocity with which the light leaps from sun to planet.

All this in twenty years. The modern world moves fast. Men who would resent Dr. Osler's chloroforming were students at Harvard University a little less than two decades ago when the plush seated vehicles remodelled from horse cars and provided with motors and controllers, began to zip to the accompaniment of sparks from the overhead wire along Main street into Bowdoin Square, Boston. That and one other were the only electric lines in the country beside the one at Richmond. Today the student in any of the New England universities can travel by trolley far into the middle west or to a considerable distance southward or northward along the coast.

Often as the story of trolley development has been told, the rapidity with which it has taken place is not always appreciated. This sort of electric transportation is not yet of age. Within the life time of a boy the horse has been retired. Because

South. With astonishing rapidity, the slow moving "hayburners," as the mule cars were called in southern places, were retired in favor of modern electric conveyances. Such cities as Savannah, Columbus, Dallas, Houston, Tampa, Birmingham, Knoxville, Jacksonville, Key West, El Paso and many more were given modern transportation, usually by co-operation of local and eastern capital. The New Englander is traditionally a close student of the growth of the country; wherever it has seemed to him that an important city is in process of upbuilding there he has invested his savings. Investors in other sections have frequently got the benefit of his shrewd guesses.

This movement, still going on, has become tremendous considering that it is only twenty years from the very beginning of the trolley system and

South. With astonishing rapidity, the slow moving "hayburners," as the mule cars were called in southern places, were retired in favor of modern electric conveyances. Such cities as Savannah, Columbus, Dallas, Houston, Tampa, Birmingham, Knoxville, Jacksonville, Key West, El Paso and many more were given modern transportation, usually by co-operation of local and eastern capital. The New Englander is traditionally a close student of the growth of the country; wherever it has seemed to him that an important city is in process of upbuilding there he has invested his savings. Investors in other sections have frequently got the benefit of his shrewd guesses.

This movement, still going on, has become tremendous considering that it is only twenty years from the very beginning of the trolley system and

What Women Need

Something to put the blood in good order when they are pale and weak; something to clear the complexion when it is sallow or muddy; something to strengthen the digestion when food disagrees; something to tone the nervous system when it is depleted. That something is

Beecham's Pills

A natural and sufficient remedy for the weaknesses and derangements so common among women. A course of these pills will relieve congested conditions, dispel depression, act mildly on the bowels, stimulate the liver, increase the red corpuscles in the blood, and strengthen the functions of the several organs.

For backache, lassitude, low spirits, dizzy spells, weak nerves and all debilitated conditions, Beecham's Pills are

The Right Remedy

In boxes with full directions, 10c. and 25c.

POST CARD HALL

Entrance Whitman's Book Store

\$3000 Post Card Stock

WHOLESALE and RETAIL

Free writing desk and material in connection, also stamp department; stamps of all denominations; post cards, books of stamps and newspaper wrappers sold.
SEE SHOW WINDOW

Whitman's Book Store

Hill's Famous Dryers

For the balcony, lawn, fire-escape, window balcony and roof have a world-wide reputation. They are in a class by themselves. There are no other dryers similar or in any way to be classed with the Hill Clothes Dryers.

The Foard & Stokes Hardware Co

Incorporated
Successors to Foard & Stokes Co.

THE TRENTON

First-Class Liquors and Cigars

602 Commercial Street.
Corner Commercial and 14th. ASTORIA, OREGON

Sherman Transfer Co.

HENRY SHERMAN, Manager.

Hacks, Carriages—Baggage Checked and Transferred—Trucks and Furniture Wagons—Pianos Moved, Boxed and Shipped.

433 Commercial Street. Main Phone 121

SCOW BAY BRASS & IRON WORKS

ASTORIA, OREGON

IRON AND BRASS FOUNDERS LAND AND MARINE ENGINEERS

Up-to-Date Sawmill Machinery. Prompt attention given all repair work.
18th and Franklin Ave. Tel Main 2461

STEEL & EWART Electrical Contractors

Phone Main 3881 . . . 426 Bond Street

To Republican Voters

AN OVERWHELMING majority of Oregon's voters by registration have formally declared that they believe in the principles of the Republican Party. Let them now show that they are honest by voting in accordance with their declarations. The Oregon election comes before the Republican National Convention. Let every Republican voter in the Second Congressional District uphold the honor of the Republican Party in Oregon and strengthen the influence of Oregon's delegation in the National Convention by voting for H. M. Cake for United States Senator and W. R. Ellis for Representative in Congress. If either of these Republican nominees fail of election the primary election system will be discredited and a return of boss rule will be invited. The good name of Oregon's delegation to the National Convention will be placed in a humiliating position. For the effect it will have on the November election it is imperative that the Republican nominees in the June election shall be elected by an overwhelming majority. As a believer in the principles of the Republican Party it is your duty to be at the polls June 1st, and vote for Cake and Ellis.

SECOND CONGRESSIONAL DISTRICT REPUBLICAN CENT'L COMMITTEE

E. H. FLAGG, Secy. W. E. WILLIAMSON, Chairman